

Statements of the Train Officers
and the Passengers.

"all right" substituted. There is no evidence that anyone touched at all, but he had apparently made all preparations to let Edmund Price and his catboat pass through. It looks as if he had everything ready to put the handle on the nut and turn the draw when he discovered the train approaching. There was no time to lose, and calling out to his men to remove the red flag, he picked up a white flag and signalled the train to clear, and so started on to ruin. The appearance of the marks show that the cars gradually forced the rail on the draw open more and more until when he had all passed over it was left from two to three inches apart from the main rail on the bridge.

THE BRIDGE KEENE'S STATEMENT.

John Keene, the bridge keeper, made the following statement:—"I have taken care of the drawbridge ever since it was put up. I came on duty at seven A. M. The bridge was not opened after I came on duty. Three trains passed over the bridge after I came on duty. I did not examine the bridge to see whether it was bolted, but I am confident it was when I came on duty. The bridge is generally open about a large portion of the day, and I have no doubt that I left it open, but I do not know whether it was open last night, as my men has charge at night. I believe it was opened at about five A. M. to let a catboat pass through, but it had not been opened since I came on. I did not look to see whether it was locked before No. 4 came along. I examined it after the accident and found that it was unlocked and the end of the truck on the draw open about two inches from the main track. The bolt of the lock had been loosened, but was not entirely withdrawn, and the casting in the centre holding the bolt was broken. I believe that the cars must have jumped the rails and forced them out of place."

THE NIGHT KEENE.

Edmund Conrow stated that he came on duty at seven P. M. and was on at seven thirty morning. He unlocked the drawbridge at forty minutes past seven P. M. to let a boat go through. He let two or three others through later on, and at twenty minutes past twelve A. M. let the catboat Minnie pass through. He closed the lever at the centre of the bridge down to close the latches and pulled it back upright to open them. The fastenings appeared to be broken on the New York end of the latch. He let a boat pass through at half-past five A. M. and closed the latches after her. Two trains passed over all right afterward. The drawbridge is 120 feet long.

MR. EDMUND PRICE'S ACCOUNT.

Mr. Edmund Price stated that he was out in the boat when the train was on at seven thirty morning. He was about two hundred yards up the river and Conrow waved him back as if he could not come through. He halted up, however, to the end of the bridge, as he wanted to leave a flag on shore, and then Conrow shouted to him, "I think I will let you through now." He then heard Conrow give orders to flag the bridge and saw a red stick put up at each end. He then made a short stretch across the river to get his way on this boat, and, when he turned to head up to the bridge, Conrow had a white flag in his hand and waved him back, saying, "The train is coming." He then saw the red flag taken down, and Conrow kept waving the white one. The train passed over the drawbridge all right, and then some one in the tug, which came up next, as if trying to catch the top of the train. The last car or two appeared to be the first to fall over, and then the head cars and engine toppled with a great jump into the ditch.

THE CONDUCTOR.

Conductor Hatfield said that he started from Jersey City at a quarter to eight A. M., with engine No. 129, and a passenger car, one combination car (baggage and mail), smoking car and three passenger cars. There were about two hundred passengers on the train, mostly about to go to Ocean Grove. When the accident occurred it was about the middle of the last car but one. When thrown into the water he looked up, and seeing he light above him, raised himself, broke the window and crawled out. He then smashed in the other windows and, assisted by the uninjured passengers, helped the victims out.

THE ENGINEER AND FIREMAN.

Jeremiah Dasher, the engineer, stated that the engine passed over the drawbridge all right and that in his opinion the tender was the first car to jump the rails. He stuck to his post in the engine and when the front over in the ditch he landed on his feet on the boiler and was slightly scalded by the escaping steam. He is perfectly certain that the engine crossed the drawbridge all safely.

George Winner, the fireman, says that he was on the tender picking out his coal, so as to be ready to fire up at Long Branch, and the accident occurred before he had time to drop his pick. When the tender and locomotive went over the coal covered him up. He thinks the engineer was the first man out of the wreck and that he was the second. He thinks the bridge was all right when the train went on it.

Immediately after the news of the accident arrived at Long Branch a special train was sent to the relief of the wounded, and despatches were sent to Sea Girt, Ocean Grove, Asbury Park and the neighboring towns for all the medical aid they could procure. When the injured arrived at the depot they were taken out to the men and the bedrooms were given up to the women and the men were laid out on the benches in the waiting room. A number of kind hearted ladies residing at Long Branch lent their assistance to the surgeons and helped to allay the sufferings of the victims. Mr. Moses Mould, an old gentleman of sixty years of age, residing in Montgomery, Orange county, N. Y., was stretched on a sofa in the waiting room while the surgeons dressed the cuts in his head and face. He was also suffering fearfully from the shock, and then some one nearly drowned him. His wife was upstairs on one of the baggage cars, suffering agonies from a dislocated shoulder, which, however, was fortunately set by one of the doctors, assisted by Major Cooper, of Long Branch. John T. Jacobson, another old gentleman, residing at No. 210 East Twenty-fifth street, New York, was in a very dangerous condition, suffering from an ugly scalp wound and severe bruises. Mr. John Flavell, of Newark, was up stairs, badly affected from immersion and severely bruised. Miss Eliza C. Knapp, of No. 175 Third street, Brooklyn, was also severely bruised and badly cut about the face. Miss Deborah Mosbank, of Newark, and Miss Annie De Graaf, of Holmdel, were also among the ladies receiving the attentions of the surgeons. A number of other gentlemen more or less injured were scattered around the waiting room, and the lady victims were passing from one patient to another, either arranging them in more comfortable positions, fanning away the flies, bathing their heated temples or some such kindly action. A crowd of curious people had also gathered about the depot, eager to look at the sufferers of the wounded, and every now and then some distressed woman would rush up to inquire for some relative or friend that she expected on the train. The officials of the road were exceedingly courteous in their answers to all inquiries, and tried to satisfy all applicants for information.

MRS. SNOOK'S COTTAGE.

The first batch of the wounded that were brought in to the precarious condition to move far were considered to be Mrs. Snook's cottage, situated on the north side of the Shrewsbury River, about two hundred and fifty yards from the bridge where the accident took place. It is a comfortable cottage, at present full of boarders, and immediately after the accident occurred Mrs. Snook was connected with the house full of the assistance of her power to relieve the wounded. The first fireman arrived there shortly after the disaster and found nearly all the rooms in the house occupied by the victims of the disaster and the lady boarders flying around like a swarm of bees ministering to the sufferings of the fellow creatures. In the back room on the ground floor the Rev. Mr. Meeker, of Elizabeth, N. J., the State Superintendent of the New Jersey Young Men's Christian Association, was anxiously watching over the apparently lifeless form of his infant child, Harry Meeker, aged two years, that had left in charge of his nurse to pass the day at Ocean Grove. The nurse, Miss Rebecca Erb, a young girl of about twenty summers, was reclining on a lounge, suffering from a severe cold, on the head and shoulders, in the back room on one flight of stairs, Charles Hyde, of Plainfield, who had been stretched out there, was only slightly hurt. The mother was suffering from a severe cut over the right eyebrow and a pain wound in the

of Holmdel, N. J., were found. Mrs. Eugene Sly was suffering from a severe contusion of the head and an ugly looking cut behind the ears. Mrs. John W. Sly was severely bruised about the body, and the child, Miss Adele Sly, was also suffering from partial bruising and several severe bruises. In the parlor down stairs Mrs. Nettie Walls, of Holmdel, N. J., lay stretched on a shakedown on the floor with one of the kind girls attached to the house fanning her. Mrs. Walls was very nearly dead when she was found, and her body was badly bruised. She had no child with her, but lost it during the accident, and it is supposed that it was taken home by her mother-in-law, who escaped with trifling injuries. Close by the same room Mrs. Lettie A. Pease, of No. 30 Jane street, New York, was also stretched on the floor suffering from a severe scalp wound and some disagreeable bruises on the arm and side. Mrs. Lubbie and her child Sarah were also brought to this temporary hospital, but as their wounds were slight they were shortly afterward removed to their home at Red Bank, N. J., where they reside. Mr. and Mrs. Michael Taylor and two daughters, of Holmdel, N. J., also left before noon, as there was no serious injury to keep them here. Several other parties were brought to this hospital asylum, and after receiving what attention they required departed for their homes. Mrs. Smook certainly deserves credit for the kind heart that prompted her to refer relief to all the maimed and wounded.

THE PARK HOTEL.
 The Park Hotel, kept by H. B. Edwards, is situated in the village of Oceanport, about three-quarters of a mile from the scene of the disaster, but being the nearest public inn, received as guests a number of the victims. Among the first that arrived was Mr. W. H. Bosstick, of Staten Island, a surveyor, doing business No. 18 Wall street. Mr. Bosstick was on his way to survey a piece of property at Long Branch. When the cars were wrecked he was on one of his runs on the beach and in the fall, and was taken to the hotel. He escaped the attention of the physicians and finally started for Long Branch to take the New Jersey Southern Railroad to his home. I. N. French, an employee of the Transfer Company, residing in South Brooklyn, was brought to this hotel. He was suffering from a bad cut in the head and was bruised in the head. As soon as he was able to be moved he was taken in charge by young Mr. Dodd and brought to Long Branch. G. H. Sanborn, of Elizabeth, N. J., an employee of the road, was in the baggage car at the time of the accident, on his way to Ocean Beach. He was severely injured in the back, and was stretched on a salpina. When the billiard room of the hotel. Up stairs, lying on the floor, was Mrs. John H. Byer, of Holmdel, N. J., suffering from a dislocated shoulder and several ugly bruises. Mrs. Henry White, of Parkerville, N. J., lay in an adjoining room in a dangerous condition from concussion of the brain. Some other ladies and gentlemen had been brought to the house, but as their wounds were only slight they had gone away without having their names.

MR. PRICE'S BOARDING HOUSE.
 A rather showily painted boarding house, a little further up the village of Oceanport, kept by Mr. Lawrence Price, also received a party of ladies from the wrecked train. They comprised Mrs. C. D. Fredericks, the wife of the New York photographer; Miss O. Fredericks, Miss Gertrude Fredericks, Master Aaron Fredericks, Miss Messner, of Jersey City, Miss C. Messner, and Miss P. E. Shears, of New York. Mrs. Fredericks and family and Miss Messner escaped with the absorption of some muddy water and some trifling bruises, and Miss Shears was slightly bruised, but not to any serious extent. They had all been residing at Woodbridge, N. J., and were on their way to Ocean Grove to pass the day when the accident marred their pleasure trip.

MR. EDWARDS' FARM.
 A number of the injured passengers were brought to Mr. Edwards' farm house, situated on the opposite side of the river from Oceanport. Among those receiving attention there were Mrs. Abraham Cortelyou, of New Brunswick, forgetting her own injuries in her anxiety for her son Charles and her nephew Edward Veruelson, son of Dr. Veruelson, of the farm. Mrs. Veruelson had been riding in the car, and was severely cut and bruised, and the unfortunate nephew was in a very dangerous state from a severe spinal injury and a large scalp wound. In another room Dr. J. J. Love, wife, three young children and their attendant, Miss Mary A. Pratt, of New Haven, were seeking Providence for a merciful escape from a fearful death. None of their party were severely injured, although they were all more or less bruised. They resided on the piazza in front of the house were Mr. and Mrs. R. Remson, of Augusta, Ga. They had been passing the summer at Elizabeth, N. J., and started yesterday morning with the Misses Tuit, two young lady friends, to make an excursion to Ocean Grove. Mr. and Mrs. Remson were both severely cut about the head and the young ladies occupied the bed in the front room, where their attire was ministered to by the kind, good, and hospitable residents of the farm. Miss Kate Tuit was in the back of the head and her sister appeared to be injured internally.

MR. RIDGEL'S FARM.
 Directly after the accident occurred Mr. and Mrs. H. J. Crowell, of Rahway, N. J., and another lady and gentleman, names unknown, were brought to Mr. Ridgell's farm. Their wounds were dressed and after resting about a couple of hours they procured a carriage and found themselves sufficiently recovered to move away.

OTHER STATEMENTS.
 Mr. Jacob Capron, of No. 241 West Fifty-third street, New York, stated that he was among the injured passengers in the train. He was seated in the baggage car, which, fortunately, remained stationary on the bridge. After the car stopped he got out and walked on the bridge to ascertain the cause of the accident. He examined the drawbridge and found the rails were nearly nine inches apart from the main track.

Mrs. John W. Ely stated that after she felt the first jar a moment half passed away before they were all a heap struggling in the mud and water to get out. He was sitting in the first passenger car next to the smoker. They appeared to be lying on the side of the car for nearly five minutes before they were released from their perilous position. Their little girl, Edie, was submerged in the water, and some few minutes passed before they could find her. It was a fearful five minutes, surrounded as they were by the cries of the wounded and suffering.

Mrs. Carrie A. Cole, one of the boarders at Mrs. Smook's cottage, was among those that lost all their assistance to the injured. She states that at the time of the accident they were playing croquet, and when they saw the cars fall over they ran for the scene of the accident. The house was about two hundred yards from the bridge. The disabled passengers were all taken out through the windows on the upper side of the cars. She could hear their screams and cries for help. The first of the victims were brought to their house, and they immediately set to work to relieve their sufferings.

THE DOCTORS.
 The surgeons and physicians from the surrounding community deserve the thanks of the community for the prompt manner in which they answered the despatches that called on them for their services. Among those who were called were Dr. Hunt, of Eatontown; Dr. Hah, of Red Bank; Dr. Brown, of Long Branch; Dr. McGuevery, of Red Bank; Dr. Grant, of Sea Girt; Dr. Johnson, Dr. Thomas H. Bailey and Dr. Charey, of Long Branch, and many others.

REPAIRING THE TRACE.
 The work on the track was commenced about noon, and at two P. M. a special train arrived with an extra corps of men, and the broken and damaged ties were immediately removed. At four P. M. it looked as if the road would be open in two or three hours, as the debris was nearly all cleared away and new ties substituted in the place of those damaged. The mails on the wrecked train were sent to Long Branch, from whence they will be forwarded by the first opportunity.

THEFTS.
 William Hunter, seventeen years of age, pleaded guilty before Justice Semler, of Brooklyn, yesterday, on the charge of having stolen a gold and silver watch from the apartments of James Brown, at No. 570 De la Salle avenue, and was sentenced to the Penitentiary for three months. Hunter was arrested yesterday

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EXCISE AGITATION.

POLICE SHERIFF PROMISES HIS DECISION TO-DAY—POLICE COURT ARRANGEMENTS—MORE ARRESTS.

The arrests for violation of the Excise law continue throughout the city yesterday, but to a much less extent than previously. Throngs of applicants continued to besiege the doors of the Excise Bureau, clamoring for their tickets, while the loud appeals were made by some of the more desperate-looking shabby men and officials to a sense of promissory delay. A few licenses were granted and promises made for many more within a day or two. Another effect of the popular riot on officials was the recovery of Police Judge Smith, whose physical condition, so long held up as a reason for his delay in rendering a decision, suddenly proved sufficiently to warrant him in promising to have the document ready soon. A reporter again attacked him on the subject yesterday. The magistrate squared his shoulders and said, "I am feeling better to-day, physically, and I think I can now fulfill my promise my decision within twenty-four hours." He policy continues to work quietly, directing their efforts more to the arresting of proprietors of saloons who are responsible once—a far problem—as to a broad hint from headquarters. Altogether, the excitement has passed away, and hope reigns triumphant in the heretofore fluttering status of the dispensers of the "ardent." That the question will form an important element in the coming elections is generally understood. Certain it is that the candidates working for the support of the temperance cause must be sound on the liquor law.

THE RAILING PROCESS.

In Justice Kilbreath, at Essex Market Police Court, had today ten cases of violation of the Excise law brought before him yesterday. But seven dealers were arrested before Judge Wandell at Jefferson Market last night, much to the relief of the Justice and the merchants, who have been kept busy during the whole week making good bonds and commitments in lieu thereof. In the Fifty-seventh Street Court eight of alleged violators were held. Justice Wheeler, in Harlem Court, held nineteen, who were arrested in Twelfth and Twenty-third precincts. And in the same number of courts about fifteen cases were disposed of.

ARRESTS YESTERDAY.

Fifth Precinct.—James Murphy, No. 26 Stone street; in Grand St. Precinct.—Charles Griffin, No. 80 Front street; Moscoso Foster, No. 200 Broadway; Ford Anderson, No. 99 Beaver street; John Gowen, No. 107 West Second street; James C. Hays, No. 32 East Third street; John Brunner, No. 1 Whitehall street; Patrick Connolly, No. 32 Duane street; Herman Mesken, No. 1 Maiden lane; Henry Van Hook, No. 31 Nassau street; Joseph B. Lott, No. 122 William street; Henry Jans, No. 78 Union street; Christian Verbeke, No. 75 South street; Joseph More, No. 1 Pike street; John Cron, No. 32 Canal street; Frederick Fracklin, No. 81 Nassau street, were arrested and disposed of through the trials.

Sixth Precinct.—Michael Meagher, No. 149 Hudson street, and Henry Rakaw, of No. 105 Church street, were arrested and taken to court yesterday afternoon. Seventeenth Precinct.—George Wallers, No. 399 East Fourth street; George M. Madson, No. 59 Hamilton street; Charles Capor, No. 59 avenue B; John Sell, No. 8 Irvington street, and George Galbird, No. 119 Willam street.

Eighth Precinct.—George Smith, No. 276 Delany street; Francis McBride, No. 245 Delancy street; Daniel Buckley, No. 349 Madison street; Morris Marks, No. 235 Dancny street; Louis Wagle, 68 Willet street; William Lomeyer, No. 589 Houston street; James Shaw, No. 385 Madison street; Jan Bondy, No. 352 East Eleventh street; Thomas G. Grand street; John Coleman, No. 581 Grand street; Garret Gilka, No. 567 Grand street; Thomas Feli, No. 1 Henry street; Asger Davis, No. 50 Lewis street; George Leppert, No. 92 Pitt street, and Michael Moore, No. 305 Monroe street.

Nineteenth Precinct.—M. O'Brien, No. 104 Bayard street; David E. Murray, No. 62 Mulberry street; James Garrett, No. 77 Bayard street; John Balum, No. Bayard street; John Baner, No. 170 Mulberry street; Ward Jones, No. 128 East Tenth street; John Brown, No. 81 Bayard street; John Troome, No. 142 Baxter street.

Twentieth Precinct.—John Schroeder, No. 337 West Thirtieth street; Frederic Demarest, No. 404 East Sixteenth street.

Twenty-first Precinct.—Patrick Curranher, No. 274 Avenue C street; Robert C. Hart, No. 62 East Sixth street, and George Little, No. 401 East Nineteenth street.

Twenty-second Precinct.—John Rabl, No. 1108 Second street; Christopher Reynolds, No. 302 East Forty-sixth street; John Finn, No. 213 East Seventy-first street, and Patrick Redden, No. 350 East Fifty-fourth street.

Twenty-fifth Precinct.—Thomas Fay, No. 341 First street; fourth street; Thomas Deconhoe, No. 350 East Fifth street; John Decker, No. 234 East Ninth street; ninth street; John Dunn, No. 319 East Thirty-ninth street, and Thomas Murphy, No. 219 East Thirty-ninth street.

MIDNIGHT RAID.

Captain Foley, of the Tenth precinct, with a platoon stationed in citizens' dress, raided the gambling house at No. 132 East Eighth street, near Fulton street at midnight, and arrested twenty-four men, proprietors of No. 298 Grand street were arrested, and charged with keeping a gaming establishment there. Eldridge street station house. All the places raided were "faro banks."

CONSUL DOUGLASS.

The steamship Tybee, commanded by Captain Kuehl, cleared from the port yesterday for Turk's Island, Hayti and St. Domingo, carried on her deckward of sixty thousand cartridges for Puerto Plata, St. Domingo. According to the latest reports from republic of chronic revolutions, a strong effort is being made to upset the government of President Diaz, who is accused of being a traitor to his country account of his annexation proclivities to the United States. Among the passengers by the Tybee was Major-General Douglas, Chief of Staff of the War Department, son of the United States Marshal of the District Columbia, Frederick Douglass. A large number colored men from this city and Brooklyn went down with the ship, which sailed with all dispatches were made, and the affair was evidently a very enjoyable one to Mr. Douglass' friends.

A mob of thirty persons, armed with clubs and stones took off the steamer at Turk's Island. There she was met out an immense cargo, principally of provisions, much of which is undersold to be for the maintenance army. On her last trip out she took a quantity of rifles.

THE SIXTY-NINTH REGIMENT.

An election for Lieutenant Colonel of the Sixty-ninth regiment, N.G.S.N.Y., in the place of Lieutenant colonel Dempsey, who resigned recently, was held last night in the armory, Grand and Essex streets. There were two candidates for the position, and the result was as follows:—Mr. Delaney, 11; Mr. L. G. Harding, 80. Mr. Delaney was then formally declared elected.

OLEOPHINE OIL FIRE.

The hull of the Oleophine Oil Works on Newtown road, at the Hunter's Point Bridge, was charged on Monday, and on Wednesday fire was applied to the furnace. At half-past two A.M. yesterday one of the furnaces, being bigger than usual, set fire to the accumulating gases in the still house. In a moment that building and the one adjoining, occupied by the condensing apparatus, was in flames. The Fire Department were summoned, and although they lost an hour or more in finding a second alarm confined the fire to those buildings, and in ninety minutes completely drowned them out. The damage was roughly estimated at not over \$100,000 though it might be as low as \$50,000 if the convensors are costly and it is impossible discover how much they are injured without testing them. Insurance unknown.

FIRE IN VESEY STREET.

There was a fire last evening at No. 94 Vesey street, a story and attic brick house. The first floor was occupied by Nicholas Murray as a liquor store, and was valued to the extent of \$500. Hannah Solomon owned the second floor, and her loss is about \$200. Furniture, carpet, and such like, was insured for \$100. The third floor and attic was occupied by Raham Sutruze, whose furniture sustained damage amounting of \$500. The damage to the building is not \$2,000.

BRUTAL ASSAULT.

Joseph Jordan, a black and broom pedlar, of No. 126 North Seventh street, Williamsburg, beat his wife mortally last night with a stick of hard pine wood. She says her children have been kept for a month on no allowance of a half loaf of bread and an ounce of tea. When he went home last night, his children were crying for food, and his wife asked him for money to buy meat for them. He refused and she upbraided him, saying that if he did not get the money upon his family that he left in the shops they could live comfortably. At this remark he seized the wood and beat her until, seeing that she would not rise, he turned round and ran down the stairs, followed by Mrs. Jordan. Neighbors others chased him several blocks, and after catching him, pulled down the polecat. Her husband, "Mrs. Jordan," would have done worse manly on the road, and quite aware,